### CHINESE AND EUROPEANS.

The Islands of the Indian Archipelage. Translated from the German of Mr. F. Tagor's "Reise

One of the most interesting phenomena in modern times is the emigration of the Chinese in mass. The proletarians of the Celestial Empire overflow not only the countries in the immediate neighborhood of their own, but already form a considerable portion of the population of the American shores, in the ports of Brazil as well as among the gold diggers of

Already apprehensions have been expressed lest this rapid spread of the Chinese over the Indian and Pacific Oceans might injure the otherwise prosperous development of European civilization in those latitudes. The fact that the Chinese never renounce their peculiarities of character and mode of living, their absolute refusal to assimilate with other elements, and their constantly bringing home whatever they carn abroad by means of their greedy industry, cause many people to fear that the Chinese element will have a prejudicial influence on the development of civilization in Asia and America. These apprehensions, however, seem to be un-

It is certain that the Chinese, in those countries where they exercise their industry in contact with Europeans, create a dangerous competition to the latter, and that, while on the one side, in regard to climatic conditions, they find themselves better situated than their competitors, on the other side they combine a penetrating intellect with an unwearled industry and the greatest thriftiness.

European business men have good reasons to fear their Chinese rivals; for the latter know how to forget and how to learn, and their short acquaintance with Europeans has already accele-rated their onward march at the rate of several centuries. The time may be foreseen when in the East Chinese emigrants will contend with the Europeans, and fight them with their own weapons—money and ideas—for the possession of the field in which the Europeans have hitherto exercised their activity without rivals. In this connection it must not be overlooked

that naturally, at first, only that portion of the population leaves its native country which is rather in a destitute condition as to its intellectual and material qualifications, while the richer and more intelligent participate in that movement only when they perceive that it is worth while to give up the present comforts of life for greater advantages.

This will be the natural course, also, in regard to the emigration of the Chinese, and the situation of the Europeaus will then become seriously affected by it. But there will be no real danger to civilization in this, only the Europeans will have to redouble their efforts in order to main-

tain their supremacy.

When we direct our attention to the scene where this "battle of life" between the Chinese and Europeons, is already going on, we find in the first line the flourishing seaport and com-mercial centre of the Eastern commerce, Singa-, where the Chinese element in some parts of the city is so prominent that you believe yourself to be in China itself.

All the trades, particularly those which require skill and perseverance, are almost exclusively exercised by the Chinese. They are, perhaps, the most industrious people on the face of the earth; from early morning till late at night they are at work, and, with the excep-tion of the new year festival, have no holidays Besides their great industry, they are distin-guished for their extreme thrift and soberness. Their tools, their dress, and their food are of

the simplest kind; they are very moderate in all their enjoyments. Their tobacco pipe is not larger than a thimble; when they smoke a cigar they usually take a few whiffs, and keep the palance for another time. Their drink is a very diluted ten of the cheapest sort, of which they take a small cup without sugar or milk. The lichest Chinese are scarcely better dressed

than the poorest ones-short, large breeches, a cotton jacket, shoes without stockings, are together with tail and fan, their whole habiliments. A great amount of commerce and navigatios is aiready in their hands; only in the direc trade with Europe and America do they

not yet participate.
A report of the British Consul at Canton, for the year 1864, shows that not only the coasting and import trade are in the hands of the Chinest, but that, further, the export trade is more and more taken possession of by them. Chiness firms have already sent considerable quantities of tea directly to the English market, And all the products of the Indian Archipelago wrich are shipped to Europe pass through the nds of the Chinese into those of the exporters; ard in the same manner most of the European merchandise goes through their hands before they reach the natives. Before any ship coming from one of the Eastern ports casts anchor, Chinese goes on board, who, after making the acquaintance of the shipowner, does not lose aght of him during his whole stay in the harbir, lends him money, espies and profits by all his foibles, and finally becomes the owner of his

All the trades are carried on by them in open slops or in the street itself. What to a European is the most striking, is the small space which is occupied by a Chinese and the smple tools which he uses. Everywhere you surprised by the incredible economy of tme, space, and material, such as is only posable in an overflowing population like that of

Within a small shop there are frequently two different handicrafts going on; on the one side there will be alcalor with a dozen of journey-nen; on the other side a shoemaker with as nany more, none of them occupying more than he narrow stool upon which he sits.

The Chinese emigrants come thus far almost exclusively from the two southern provinces China which are bounded by the seacosst, ind, for the great part, are composed of the nost wretched proletarians. The authorities of hese provinces are said to avail themselves of the emigration to get rid of their cripples and

During the Northeastern trade winds the ships set sail and arrive in Singapore, but not earlier than the new year. On his arrival, the immigrant is almost always indebted for his passage, and hires nimself out to another Chinese co tryman already settled there for his food, and a small remuneration in money.

The latter pays for him his passage money,

the amount of which rises and fails according to the demand for labor. Such an immigrant is called Sinkay; the free laborer, Coolie, All those who arrive at Singapore do not remain there, and several thousands land there every year on their passage to other countries of the Archipelago. Most of them come with the intention to return home again as soon as they have saved a small sum of money. But it seems that only a small number among them are suc-

cessful in this object.

Many of them, who gratify their passion for opium and gambling, are torever ruined. A certain number settle permanently in the islands of the Archipelage, and marry native women. There are families who have been living in the European colonies for several generations, have acquired considerable wealth, and by their intercourse with the Europeans have acquired many of the good qualities of

The number of Chinese arriving here every year amount to more than ten thousand, and it is probable that the emigration from the crowded population of China will considerably increase as the artificial barriers created on the one side by the Chinese authorities, and on the other by the European Colonial Governments,

other by the European Colonial Governments, come to be removed.

Until lately immigration of women was strictly prohibited, which caused many Chinese to return to their own country; but latterly many women have immigrated, both to California and to the Archipelago; and although they do not belong to the more respectable classes, still it is a beginning. The continued troubles in the interior of China were another reason which induced many Chinese, established as merchants or mechanics on the Islands of the Archipelago, to bring their families to join them.

Still more numerous is the immigration of single women, who find here a large field for

their activity. Many of them are brought here at the expense of secret societies, which, for their own purpose, take advantage of the influence these women exercise upon the male

In the Dutch and Spanish colonies all kinds of obstacles are placed in the way of the Chinese immigration, their solourn being permitted only in certain localities, their industry limited to certain trades, and they themselves sub mitted to higher taxes, and many vexatious regulations of the local police. All this is done with a view to protect the natives against the greediness, craftiness, and want of principle of the Chinese.

But notwithstanding all these restrictions and impediments, the immigration of them is constantly increasing; in the Philippine Islands it is said that the perquisites derived from the Chinese form a considerable income for those functionaries upon whose decision the permission of remaining in the country decends. functionaries upon whose decision the permission of remaining in the country depends. At present the Governments seem to be disposed to adopt a more liberal policy in this respect; it may, therefore, be expected that an ever increasing stream of laborers will spread over these islands from China, and open the immense resources of the Spanish Coloules, which are at present almost completely locked up, and of the Dutch possessions, which are only partially the Dutch possessions, which are only partially developed. To the Chinese proletarian population the Archipelago will soon be of the same, f not greater, importance than America is to

this class of Europeans.

In the English settlements of the Straits, the Immigration of Chinese has always been favored. They enjoy there a greater degree of esteem, hberty, and protection against extortion than in any other country of the world. There is no fear of any serious dangers resulting from this liberty to the colony, since, in such a contingency, all classes would unite against the

It is true that, from time to time, the latter have siready caused some not insignificant troubles; for they constitute a State within the State, all belonging to scoret societies, whose activity is beyond the control of the Government. With regard to these Secret Societies, the Governor, in his official report of 1858-59, uses the following words:-"Another great obstacle to the discovery of crimes are the Chinese Hoeys, or Secret Societies. \* \* There is no doubt that these Societies lend themselves to obstruct the march of justice.
"It is generally believed that they are ambi-

tious of bringing all criminal cases among their fellow-countrymen before their own tribunal. In civil matters their decision is received rather favorably than otherwise, and according to their own idea, their claims to decide criminal cases are equally well tounded. There is no doubt that such tribunals exist, and it is to be feared that in order to maintain them and to prevent people from addressing themselves to our courts of justice-and also to weaken the influence of the 'latter-the Chinese will not recoil before resorting to the most violent measures."

The Governor doubts the posibility of rooting out these Societies, and believes that all meaures taken against them will only tend to make them more cautious and increase the resistance they offer. Besides these Hoyes which have been brought over from China, and are very old, Secret Societies are continually forming for particular purposes—such as for increasing

If a European is once proscribed by such a Society he can no longer obtain any Chinese servant, nor will any tradesman thereafter work There exist between the different Societies old quarrels, which have already led to bloody strifes, as in the year 1854; and even

lately they have occurred on a large scale.

In the Dutch Colonies—in every district where more than one hundred Chinese reside one of the most respectable among them is officially appointed as their chief, who, in connection with other assistant officers, also officially appointed and subordinate to him, has to keep order among the Chinese population, and is responsible for them to a certain degree.

Recently in Singapore a measure has been adopted which has produced the best effect; agreeably to the English custom, the most distinguished among the Chinese were appointed special constables. Should there again be any disturbances there, the Governor intends not to dismiss these Chinese from their office as constables until the disturbances are entirely re-pressed, for generally they fill the highest posts

in these Secret Societies,

Up to the present time these riots have been exclusively limited to the Chinese population, although not without causing considerable disturbance to the public order. But if we con sider that this Chinese population is composed entirely of the lowest classes, and partly comprises the dregs of the Southern provinces of China: that women are almost entirely wanting among them, and consequently that they do not possess the means of establishing family ties; and lastly, that there does not exist the least trace of police control, we can only wonder that serious disturbances so seldom occur.

reason of this may be the facility with which these people make a living here, and also the "self-government" which naturally must grow up under the influence of free institutions. in the preservation of which all are equally interested.

Among these Chinese some have acquired great wealth, and are considered among the most respectable inhabitants of the city; others have contributed considerable sums to the institutions. The family life, as far as it is possible to take notice of it, especially the relations between parents and children, forms one of the most pleasant traits of character of the Chinese people.

It appears, from all that has been said, that the Chinese are inspired with a great desire to attain political power in the European colonies. There is no doubt but that the Europeans will know how to prevent this. A greater danger lies in the possibility of the Chinese acquiring a supremacy in commerce in the fitting out of ships, and in all the material relations of life, which would enable them to weaken the Euro pean element in the colonies, and to change their whole organization, unless the Europeans strive to paralyze their influence by using all the means which their intellectual superiority affords them.

TTO CONTRACTORS AND MINERS,-THE Commissioners on the Troy and Greenfield Rail-road and Hoosac Tunnel, acting for the State of Mas-sachusetts, invite Proposals, until the 10th day of Match next, for Excavating said Tunnel at three different sections of that work.

This Tunnel, when completed will be about 4% miles in length, extending from the town of Florida, through the Hoosac Mountain, to the town of North Adams.

The Editorn End has been penetrated from the grade of the Railroad 350 steet, 2400 feet of which consist of an opening of about 10 cubic yards to each lineal foot, the same to be enlarged to a section containing about 17 cubic yards to each foot; the remaining 1000 feet being heading—now measuring upon an average 4 cubic yards per running foot—to be enlarged to the full section; making some 35,000 cubic yards to be removed.

to the full section; making some 25,000 cubic yards to be removed.

A further section of the work will also be let to the successful bidder for the above-named enlargement, if satisfactory terms shall be offered.

The Western End is worked from a shaft 318 feet deep. The easterly heading from this snah—of about six cubic yards to each lineal foot—extends also feet and is to be enlarged to a section containing 17 yards per foot, requiring the removal of 12,000 cubic yards. Bads for that amount, and for an extension in either direction of the heading and enlargement at this point, will be received.

The Central End of an elliptical form, 27 to 13 feet, now 400 test in depth, is to be sunk to grade, 1000 feet from the surface, requiring the removal of about 5000 cubic yards.

cobic yards.

All the work to be done is in Talcose Slate, and will require neither masonry nor supports of any will require neither masoury nor supports of any kind.

Buildings, machinery, and means of ventilation, all of the most substantial character, have been provided, and will be furnished to contractors.

Ample sureties will be required from parties who may be contracted with, and the Commissioners reserve the right to reject all offers that may be made. Plans and specifications may be seen on application to ALVAH CROCKER, at the Engineer's Office, North Adams, Massachusetts: and other information may be obtained from JAMES M. SHUPE, Room No. 10, No. 13 Exchange street, Boston, to whom proposals may be directed.

JAMES M. SHUPE.

JAMES M. SHOTE, ALVAR CROCKER, CHARLES HUDSON, Commissioner Boston January 30, 1867

United States Revenue Stamps,—
Principal Depot, No. 384 CHESNUT Street.
Central Depot, No. 163 S. FIFTH Street one door below
Chemut Established 1882.
Revenue Stamps of every description constantly on band in any amount.
Orders by Mail or Express promptly attended t.

DHILADELPHIA DEPOT Assistant Quartermaster's Office, No. 1139 Girard atreet, February 25, 1807.

Proposals will be received at this Office until 12 e'clock M., MONDAY, March 4, 1867, for immediate delivery at the United States Storebouse, Hanover Street Wharf, properly packed and ready for shipment, of the following described Ouarlemaster's Storebouse.

ribed Quartermaster's Stores, viz.:—
Two (2) doz. Iron Bolts, square neck, 5 inch.
Two (2) doz. Iron Bolts, square neck, 5 inch.
Two (2) doz. Iron Bolts, square neck, 7 inch.
Two (2) doz. Bron Bolts, square neck, 7 inch.
Fifty (50) sides Bridle Leather.
Four (4) doz. Brass Case Locks—2 doz. 1½x2½.

doz. 136x3 inch. Two (2) hundred 1bs, Nails, finishing, 1 and Two (2) doz. Assorted Scissors—1/4 doz. 3, 1/4 doz. 4, % doz. 5, % doz. 6 inch blade. One thousand (1000) feet Glass, best American,

Four (4) doz. Brass Drawer Tumbler Locks-2 oz. 2, 2 doz. 2½-inch. Fitteen thousand (15,000) lbs, Cut Nails—5000 d. 5000 8d. 5000 10d.

Four hundred (400) gross Screws—200 gross, 13, No. 12, 100 gross 13, No. 11, 100 gross 13, No. All of the above-named articles to be of the est quality, and to be subject to inspec-

Samples of the articles bid for must be de-livered at the office, No. 1139 GIRARD Street, wenty-four (24) hours previous to the opening Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid, and certified to as being good and sufficient securities for the amount involved, by the United States District Juage,

Attorney, or Collector, or other public officer.
Blank forms for bids can be had on application at this office.
The right is reserved to reject any bid deemed on high, and no bid from a defauiting contractor will be received. Endorse envelopes, "Proposals for Quarter-

Brevet Brig.-Gen. G. H. CROSMAN, Assistant Quartermaster-General U.S. A HENRY W. JANES, 2 25 61] Capt. and A. Q. M., Bvt. Maj. U. S. A.

GOVERNMENT SALE The property known as the GOVERNMENT TANNERY AND STEAM SAW with seventy-five acres of land, near SAN ANIONIO Texas.

Texas.

Sealed proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of fand, more or less, together with the buildings erected thereon, and the appurtenance appertaming, that is to say:

One Tannery, containing twelve stone lime vatality, two wooden vats, seven stone pools, and capable fility-two wooden vats, seven stone pools, and capabl of tanning 15,000 hides per annum.

One Steam Saw Mill, capable of sawing 3000 fee

One Steam Saw Mill, capable of sawing 3000 fee of lumber daily.

One small Stone Building.

The shove property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement.

The land was purchased and improvements made by the late so called Confederate Government, and are estimated to have cost \$150 000 in geld.

The property has been under lease for the year 1886, at a monthly rent of \$500, bayable in advance.

The property has been under lease for the year 1866, at a monthly rent of \$500, payable in advance A secured title in fee simple will be given by the United States Government.

Proposals will be marked, "Proposals for Govers ment Tannery and Saw Mill," and addressed to J. B. KIDDOO, P. "t Maj.-Gen. Asst Com'n, Bureau R. F. and alveston. Texas.

.. alveston, Texas, OFFICE PENNSYLVANIA RAILROAD COM-

PANY.

PHILADELPHIA, February 4, 1887.

Proposals will be received at the Office of the Pennsylvania Raliroad Company, Philadelphia, until the first day of May, 1887, inclusive (unless a satisfactory proposal should be received and accepted previously), from responsible parties desiring to contract with said Company for the establishment of a direct Line of Steamships between Philadelphia and Liverbeed.

peol.

Blank forms of proposals, with detailed information, will be furnished upon application to 27 to 1

EDMUND SMITH, Secretary.

QUARTERMASTER GENERAL'S OFFICE. Washington, D. C., February 22, 1867.
COSTPONEMENT OF OPENING OF BIDS
FOR ARMY TRANSPORTATION. The time for the opening of the proposals for army transportation, invited by the advertisement from this office of January 15, 1807, is hereby extended to 12 M. of THURSDAY, the

seventh day of March, 1867.

By order of the Quartermaster-General,

2 25 9t]

ALEXANDER BLISS,

Brevet Col. and Assist. Quartermaster U. S. A.

### CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA. CLERK'S OFFICE, PHILADELPHIA, February 22, 1867. In pursuance of the annexed Resolution following bill, entitled "AN ORDINANCE

Creating a Loan to pay certain deficiencies, for the Purchase of the Lansdowne Estate, and for other purposes," is hereby published in accordwith the act of Assembly, for public in-

JOHN ECKSTEIN. Clerk of Common Council.

AN ORDINANCE CREATING A LOAN TO PAY CER-TAIN DEFICIENCIES, FOR THE PURCHASE OF THE LANSDOWNE ESTATE, AND FOR OTHER

PURPOSES. section 1, The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, one million eight bundred thousand dollars, to be

applied as follows, viz.:-First. To pay deficiencies, one million five hundred thousand dollars. Second. For the purchase of the Lansdowne Estate, and improvement of the same, one hundred thousand dollars. Third, For a House of Correction, one hundred

thousand dollars.

Fourth. To pay the increase in the School Teachers' and House Cleaners' salaries, one hundred thousand dollars—for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly, on the first days of January and July, at the office

of the City Treasurer.

The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof: and the certificate therefor, in the usua form of the certificates of City Loan, shall be issued in such amounts as the lenders may re-quire, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred er one thousand dollars; and it shall be expressed in said certificates that the

loan therein mentioned, and the interest thereof, are payable free from all taxes. Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates, and from the sum raised by taxation, a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so is shall be appropriated quarterly out of said in-come and taxes to a sinking fund; which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL. Resolverion to Pullish A Loan Bills.
Resolved, That the Clerk be authorized to publish, in two daily newspapers of this city, saily, for four weeks, the Ordinance presented to the Common Council on Thursday, February 21, 1867, entitled "An Ordinance Creating a Loan to pay certain

deficiencies, for the purchase of the Lansdowne Estate, and for other purposes." And the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made.

### ROBERT SHOEMAKER & CO. WHOLESALE DRUGGISTS,

MANUFACTURERS,

IMPORTERS, AND DEALERS II Paints, Varnishes, and Olis. No. 201 NORTH FOURTH STREET.

1 125 2m CORNER OF RACE.

RAILROAD LINES.

RAILROAD LINES.

ORTH PENNSYLVANIA RAILBOAD.—
THE MIDDLE ROUTE.—shortest and most direct line to Bethlebem, Allentown, Manch Chunk, Basicton, White Haven, Wilkeebarre, Mahanoy City, and all points in the Lehigh and W veming goal regions. Passenger Depot in Philadelphia, N. W. corner of BERKS and AMERICAN cycets.

WINTER ARRANGEMENT.

On and siter TUESDAY, January 1, 1867, Passenge: trains leave the New Depot corner Berks and American s rests, daily (Sundays excepted), as follows:—At 745 A. M.—Mornicg Express for Bethlebem and Principal Stations on North Pennsylvania Railroad connecting at Bethlebem with Lehigh Valley Railroad for Allentown, Catasauqua, Slatington, Mauch Chunk, Weatherly, Jeanesville, Bazieton, White Haven, Wilkesbarre, Kingston, Petiston, and all points in Lehigh and Wyoming valleys; also, in connection with Lehigh and Myoming valleys; also, in connection with Lehigh and Myoming valleys; also, in connection with Lehigh and Myoming valleys; also, in connection with Lehigh and Williamshort. Arrive at Manuely Chunk at 1205 A. M.; at Wilkesbarre at 3 P. M.; at Mahanoy City at 2 P. M. Tassengers by this train can take the Lehigh Valley train, passing setablehem at 12,65 P. M., for a seton and points on New Jersey Centrail Railroad to New York.

At 9 A. M.— Accommodation for Doylestown, stopping

and Williamsport Arrivo at Manuor Chunk at 12°05 A.

M.; at Wilkesbarre at 3°P. M.; at Mahanoy City at 2°P.

M. Fassengers by this train can take the Lehigh Valley train, passing Sethlehem at 12,05°P. M., for k aston and points on New Jersey Central Railroad to New York.

At 3°A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove. Hatboro' and Harrsville, by this train, take the Stage at Old York road.

At 10°15 A. M.— Accommodation for Fort Washington, stopping at intermediate stations.

At 2°5°P. M.— Accommodation for Fort Washington, at 10°15 A. M.— Accommodation for Doylestown, stopping at all intermediate stations. Passengers take Stage at Doylestown for New Hope.

At 3°45°P. M.—Evening Express for Bethlehem and principal stations on the North Fennsylvania Raifroad making close connection at Bethlehem with Lehigh Valley train for Ea-ton, reaching there at 2°45°P. M.—Passengers for Plainfield, Somerville, and other points on New Jersey Central Raifroad, take New Jersey Central Raifroad, take New Jersey Central Raifroad take New Jersey Central Raifroad take New Jersey Central Raifroad, take New Jersey Central Raifroad, somerville, and other points on New Jersey Central Raifroad. take New Jersey Central Raifroad, take New Jersey New York All 10°C N. Accommodation, for Doylestown New York Pennsylvania Raifroad, connecting at Bethlehem with Lehigh Valley trains from Landale Pintal Republic New Y

#### REMOVAL.

# EMOVAL.

To accommodate our continually increasing ness, we have taken the commodious room,

SECOND STORY, NEW LEDGER BUILDING, S. W. Corner SIXTH and CHESNUT S (Entrance on Sixth street),

Into which we have removed, where we shall be pleased to see our many patrons and Irlends, J. M. BRADSTREET & SON. J. B. BROOKE, Superintendent Philadelphia Office,

### Philadelphia, February 2, 1867. E M O V A L. ATTORNEY-AT-LAW,

REMOVED TO No. 32 South THIRD Street COLLECTIONS made on all parts of the Unite

DREER & SEARS REMOVED TO NO. 4 D REER & SEARS REMOVED TO NO. 4
Of Goldsmith's Hall, Library street, have removed t
No. 412 PRUNE Street, between Fourth and Fift
streets, where they will continue their Manufactor
of Gold Chains, Bracelets, etc., in every variety. Als
the sale of fine Gold, Silver, and Copper. Old Gol January 1, 1867.

## ROOFING.



OLD SHINGLE ROOFS (FLAT OR STEEP) COVER FOR WITH JOHN'S ENGLISH ROOFING CLOTH And coated with LIQUID GUTTA PERCH PAINT, making them perfectly water-proof. LEAKY GRAVEL ROOFS repaired with Gutta Percha Paint and warranted for five years. LEAKY SLATF ROOFS coated with liquid which becomes as hard a slate. TIN, COPPER, ZINC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per square foot, all complete Materials constantly on hand and for sale by the Materials constantly on hand and for sale by the PHILADELPHIA AND PENNSYLVANIA ROOF ING COMPANY. GEORGE HOBART, 1126m No. 230 N. FOURTH Street.

# ROOFING OLD SHINGLE ROOFS, FLAT OR STEEP COVERED WITH GUTTA PERCHA ROOF ING-CLOTH, and coated with LIQUID GUTT PERCHA PAINT, making them perfectly water

Proof.

LEARY GRAVEL ROOFS repaired with Guttre Percha Paint, and warranted for five years,

LEARY SLATE ROOFS coated with Liquis Gutta Percha Paint, which becomes as hard as sinte. For TIN, COPPER, ZINC, and IRON ROOFS this Paint is the ne plus nibra or all other protection. It forms a perfectly impervious covering, completely resists the action of the weather, and constitutes a thorough protection against leaks by rust or otherwise. Price only from one to two cents per square foot. TIN and GRAVEL ROOFING done at the

Shortest notice.

Material constantly on hand and for sale by the

MAMMOTH ROOFING COMPANY.

RECKLESS & EVERETT,

RELEM No. 302 GREEN Street.

### SHIPPING.

STEAM TO LIVERPOOL—CALLING 

To their iriends.
For further information apply at the Company's fires.
JOHN G. DALE, Agent,
No. 13 BROADWAY, N. Y.
Or, No. 111 WALNUT Street, Philadelphia.

FOR NEW YORK. - PHILAdelphia Steam Propeller Company
delphia Steam Propeller Company
Leopatca Swiftsure Lines, via Belaware and Raritan
Canal, leaving daily at 12 M, and 5 P, M., connecting
with all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to
WILLIAM M, BAIRD & CO.,
No. 182 B, DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS

TO SHIP CAPTAINS AND OWNERS

The understaned having leased the KENSand the patrons of the Dock that the is prepared with
increased salities to accommodate those having vessels
to be taked or repaired, and being a practical ship-carpenier and cauker will give personal attention to the
vessels entrusted to him for repaire
Captains or Agents. Ship-Carpentors, and Machinists
teving vessels to repair, as solicited to call.
Having the agency for the sale of "Wetterstedt's
Pafent Metaic Composition" for Copper paint, for the
preservation of vessels' bottoms, for this city, I am prepared to turnish the same on favorable terms.

JOHN B HAMMITT.

Kensington Screw Dock,

115 DELAWARE avenue above Laurel street.

BAILROAD LINES.

ANNAMESBIC ROUTE CARRYING THE UNITED STATES MAIL. THE SHORTEST LINE TO ALL POINTS SOUTH AND SOUTHWEST.

PASSENGERS FOR
Kingsville,
Savannah,
Augusta,
Atlanta,
Macon,
West Point,
West Point, Weldon Raieigh, Newbern, Charlotte, Montgomery, Mobile, and Charleston,

NEW ORLEANS. TO AVOID DELAY ASK FOR TICKETS

NEW AND SHORT ANNAMESSIC ROUTE Trains leave Depot of
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Norfolk at 1 P. M. the following day,
FIVE HOURS SOONER THAN BY ANY OTHER
LINE, and making close connections for all points

SOUTH AND SOUTHWEST! For Tickets and all other information, apply at the Office of the Company, No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 828 CHESNUT Street. S. P. WILTBANK,

GENERAL AGENT. READING RAILROAD GREAT TRUNK LINE FROM PHILADELPHIA,
TO THE INTERIOR OF PENNSYLVANIA,
THE SCHUYLKILL, SUSQUEHANNA,
CUMBERLAND AND WYOMING
VALLEYS,

NORTH, NORTHWEST AND THE CANADAS. WINTER ARRANGEMENT OF PASSENGER
TRAINS, OCTOBER 8, 1866,
Leaving the Company's depot at Thirteenth and Caliowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 730 A. M. for Reading and all intermediate Stations.

At 730 A. M. for Reading and an arrivesing lions.

Returning, leaves Reading at 6'30 P M. Arrivesing Philadelphia at 9'10 P. M.

MORNING EXPRESS.

At 8'15 A. M. for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c. Wilkesbarre, Pitiston, York, Carlisle Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Hailroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c., at HARRISBURG with Northern Central, Cumberiand Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pingergon, &c.

HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport York, Chambersburg, Pinegrove, &c., FTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c. READING ACCOMMODATION

Leaves Reading at 6:30 A. M., stopping at all way stations; arrives in Philadelphia at 9:40 A. M., Returning, leaves Philadelphia at 4:30 P. M.; arrives in Reading at 7:35 P. M.

Trains for Philadelphia leaves Harrisburg at 8:10 A. M., and Pottsville at 8:45 A. M., arriving in Philadelphia at 1 P. M. Atternoon trains leave Harrisburg at 2:10 P. M., and Pottsville at 2:45 P. M. arriving in Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:30 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:30 P. M., arriving in Philadelphia at 2:10 P. M., Market train, with a passenger car attached, leaves Philadelphia at 12:45 noon, for Reading and all way stations, leaves Reading at 1:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations, leaves Reading at 1:30, and Downingtown at 12:30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8:4 M., and Philadelphia at 3:15 P. M. Leaves Philadelphia, for Reading at 4:25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 and 8:16 A. M. and 4:30 P. M. trains

at § A. M. Returning from Reading at 4°25 P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and Intermediate points take the 7°30 and 8°15 A. M. and 4°30 P. M. trains from Philadelphia, returning from Downingtown at 7A. M. and 12°30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 1°05 and 11°35 A. M., and 1°48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, &c., Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9°05 A. M., and 9°15 P. M., passing Reading at 4°49 and 10°51 A. M. and 1°150 P. M., and arriving at New York at 10 A. M. and 2°45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 2°10 P. M. Mail train for Harrisburg leaves New York at 12 noon.

at 12 noon.
SCHUYLKILL VALLEY RAILBOAD.
Trains leave Pottsville at 7 and 11:30 A. M., and 7:11
P. M., returning from Tamaqua at 7:36 A. M. and 1:40 SCHUYLKILL AND SUSQUEHANNA RAILROAD Trains leave Auburn at 750 A. M., for Pinegrove and Harrisburg, and at 150 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 350 P. M., and from Tremont at 735 A. M., and 5 55 P. M.

Through first-class tickets and emigrant tickets to

all the principal points in the North and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Street, Philadelphia Superintendent, Reading.
Superintendent, Reading.
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired for families and firms.
MILEAGE TICKETS.
MILEAGE AND ALL PROPERTY OF TICKETS.

Good for 2000 miles, between all points, at \$52.50 each, for families and firms.
SEASON TICKETS,

SEASON TICKETS,
For three, 51x, nine or tweive months, for holders
only, to all points, at reduced rates.
CLERGY MEN
Residing on the line of the road will be furnished
with cards entitling themselves and wives to tickets
at half price. at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT.

ind only at the licket once, at Infreedit and Carlowhill streets.

FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5-30 A. M., 12-45 noon, and 6-P. M. for Reading, Lebanon, Harrisburg, Pottaville, Port Clinton, and all points beyond.

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2-15 P. M.

FREIGHT LINES FOR NEW YORK AND All the Stations on the CAMDEN and AMBOY and connecting Stations on the CAMDEN and AMBOY and connecting Stationals. INCREARED DESPATCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave Walnut Street Wharf at 6 o'clock P. M. calify (Sundays excepted).

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning the above lines will leave New York.

Freight must be delivered before 4% o'clock, to be forwarded the same day.

Returning the above lines will leave New York at 12 neon, and 4 and 6 F. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Raliroad; also, on the Belvidere, Deisware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Monat Holly Raliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Raliroad connects at Phillipsburg with the Lehigh Valley Raliroad, and at Manunkachunk with all points on the Delaware, Lackawanna, and Western Raliroad, forwarding to Syracuse, Buñalo and other points in Western New York.

The New Jersey Raliroad connects at Elizabeth with the New Jersey Raliroad connects at Elizabeth with the Morris and Essex Raliroad.

A slip memorandum, specifying the marks and numbers, shippers and consigness, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Drovers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Fortleth street, near the Drove Yard, or a Pier No. 1, North Eliver, as the shippers may designate at the time of shipment. For terms, or other information, apply to MALTEE FREEMAN, Freight Agent,

1 15 No. 226 S. DELAWARE Avenue, Philadelphia.

1867 -PHILADELPHIA AND ERIE RAIL.

ern and Northwest Counties of Pennsylvania to the City of Erie on Lake Erie, and is the most direct route to the great Oil I regions of I enusylvania. It has been leased and it operated by the Pennsylvania Railroad Company.

TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Arrive Eastward—Erie Mail Train, 7 A. M.; Erie Express Train, 1 20 P. M.; Elmira Mail, 5 40 P. M.; Erie Express Train, 13 M.; Elmira Mail, 800 A. M.

Passenger cars run through on the Erie Mail and Express trains without change both ways between Philadelphia and Erie.

Leave New York at 9 A. M., arrive at Erie 10-00 A. M.
Leave New York at 5-00 P. M., arrive at Erie 7-15 P. M.
Leave Erie at 5-30 P. M., arrive at New York 4-40 P. M.
LeaveErie at 10-25 A. M., arrive at New York 10-10. A.M.
Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at Elegant Sleeping Cars on all the night trains.
For information respecting passenger business, apply at
corner THERTETH and MARKET Streets, Phila.
And for freight business, of the Company's Agents, S. B.
Kingston, Jr., corner Thirteenth and Market streets,
Fhiladelphia; J. W. Reynolds, Erie; William Brown,
Agent N. C. E. R., Haltimore,
H. H. HOUSTON, General Freight Agent, PhilaH. W. GWYNNER, General Ticket Agent, Phila115 A. L. TYLEE, General Sup., Erie.

THE ADAMS EXPRESS COMPANY, OFFICE, THE ADAMS EATRESS COMPANY, OFFICE, No. 326 CHESNUTS livest, forwards Parcies, Packages, Merchandise, Bank Notes, and Specie, either by its own lines, or in connection with other Express Companies, to all the principal towar and cities is the United States.

JOHN BINGHAM, Superintendent. RAILROAD LINES.

DRILABELPHIA, WILMINGTON AND BALTY

Tomore Railroad.

Tomore Railroad.

Tomore Railroad.

Tomore Railroad.

Trains will leave Depot, corner Broad street and
Weshington avenue, as follows:

Express Train at 415 A. M. (Mondays excepted), for
Baitimore and Washington, stopping at Chester, Wilmington, Newark, Ekton, Northesst, Perryvilka,
Havre-de-Grace, Aberdeen, Perryman's, Edgewood,
Way-Mail Train at \$20 A. M. (Sundays excepted), for
Baitimore, Stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington
for Craffeld and intermediate stations.

Express Train at 1145 A. M. (Sundays excepted), for
Baitimore and Washington, foundays excepted, for
Baitimore and Washington, topping at Chester, Thuriow, Linwood, Claymont, Wilmington, Newark, Elkton, Northenst, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolis Chase's and
Stemmer shun.

Night Express at II (daily) M. for Baitimore and
Washington. Connects at Wilmington with Delaware R. E. Line (Saturdays excepted.) stopping at
Middletown, Smyrna, Dover, Harrington, Seaford,
Salisbury, Princess Anne, and connecting at Criances
with boat for Norfolk, Portamouth and the South,
Passengers by boat from Bailimore for Portree
Monroe and Norfolk will take the II-St. A. M. train,
Wilmington.

Leave Philadelphia at 12:20, 4, 8 and 11:36 (daily)
P. M. The 4 P. M. train connects with the Delaware PHILADELPHIA, WILMINGTON AND BALTE Wilnington.
Leave Philadelphia at 12:30, 4, 5 and 11:36 (daffy)
P. M. The 4 P. M. train connects with the Delaware
Railroad for Milford and intermediate stations. The
6 P. M. Train tune to New Castle.
Leave Wilmington 7:15 and 8:30 A. M., 3 and 8:36
(daily) P. M.

(daily 1 P. M. FROM BALTIMORE TO PHILADELPHIA. Leave Bastimore at 725 A. M. Way Mail: 975 A. M. Express: F10 P. M., Express: 575 P. M., Express. 5 from Hallimore to Havre-de-Grace and Intermadiate stations at 4 P. M.

Trains for Baltimore leave Chester at 4 40 and 9 12 A.

M., and 3 38 P. M.

Trains for Baltimore leave Wilmington at 5 23 and
10 A. M., and 4 15 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 8 25 P. M., stopping at Havre-deGrace, Perryville and Wilmington. Also, stops at
Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Battlemore or Washington.

Through Tickets to all points West. South and
Southwest, may be procured at the Ticket Office, No.
228 CHESNUT Street, under the Continental Hotel.
Persons purchasing tickets at this Office can have
their haggage express.

H. F. KENNEY, Sup't,

DENNSYLVANIA CENTRAL RAILROAD.— DENNSYLVANIA CENTRAL BAILROAD.

PENNSYLVANIA CENTRAL RAILROAD,—

WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chemut and Walnut Street Railway run within one aquare of it.

On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of each train.

Mann's Rageage Express will call for and deliver baggage at the depot. Orders left at the Odlec, No. 68 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ:—

Mail Train.

A 800 A. M., Paoli Accom. Nos I and 2, 1000 A. M. and IL20 P. M., Fast Line and Eric Express.

At 100 P. M., Harrisburg Accommodation.

Lancaster Accommodation.

At 250 P. M., Pittsburg and Eric Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains

day. Philadelphia Express leaves daily. All other trains

Philaderphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at 846

P. M.

Passengers by Mail Train go to Carlisle and Chambersburg without change of cars.

Sieeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

TRAINS ARRIVE AT DEPOT, VIZ:—

value will be at the rank of special contract.

For further information, apply to

For further information, apply to

No. 631 CHESNUT Street.

SAMUEL H. WALLACE,

Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to

FRANCIS FUNK, No. 157 DOCK Street. FOR NEW YORK, CAMDEN AND AMBOY AND T Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz:—

ket sireet, upper ferry.
LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At 11 A. M., 4'30 6'45 PM. and 12 P. M. (Night) via
Kensington and Jersey City Express Lines, Fare \$700.
The 6'45 P. M. line will run daily. All others Sundays excepted.
At 7:30 and 11 A. M., 3, 3:30, 4:30, 5, 6:45 P. M., and 12
Midnight, for Bristol, Trenton, &c., and at 10:15 A. M. At 730 and 10 15 A. M., 3, 4 30, 5 and 12 P. M. for Schencks. Schencks.
At 1615 A. M., 3, 5 and 12 P. M. for Eddington.
At 7:20 and 1615 A. M., 3, 4, 5, 6 and 12 P. M., for
Cornwells, Torrisdale, Holmesburg, Tacony; Bridesburg and Frankford, and at 8 P. M. for Holmesburg nd intermediate stations. At 10 15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissing.

Ming. BELVIDERE DELAWARE RAILROAD,
For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes,
dally, Sundays excepted, from Kensington Depot as follows;— At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandalgus, Elmira, Ithaca, Owego, Rochoster Binghamton, Oswego, Syracuse, Great Bend, Montress, Wilkesbarre, Scrauton, Strondsburg, Water Gap. C. At 7:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c.
The 3:30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Alleatown, Bethle-At 5 P. M. for Lamoertville and intermediate Sta-PHILADELPHIA, GERMANTOWN AND NOBristown Railroad.
TIME TABLE.
On and after Thursday, November 1, 1866, until fur-

On and after Thursday, November I, 1896, until further notice,

FOR GERMANTOWN,
Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 218, 343, 4, 5, 545, 6, 6, 30, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown, 6, 7, 73, 8, 8, 20, 9, 10, 11, 12 A. M.
1, 2, 3, 4, 445, 6, 6, 630, 7, 8, 9, 10, 11 P. M.
The 8-20 nown train and 245 and 545 up trains will not stop on the Germantown branch.

ON SUNDAYS.
Leave Philadelphia at 915 A. M., 1, 6, 945 P. M.
Leave Germantown at 815 A. M., 1, 6, 945 P. M.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 345, 545, 546, 140 P. M.
Leave Chesnut Hill at 710, 8, 940, 140 A. M., 148, 340, 540, 640, 840 and 1940 P. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 R. M.
Leave Chesnut Hill at 750 A. M., 2 and 7 R. M.
Leave Chesnut Hill at 750 A. M., 1240, 840 and 9-28
P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.

FOR CONSHOHOCK EN AND NORRISTOWN,
Leave Philadelphia at 8, 825, 11:65 A. M., 1:30, 5, 4:30,
5:30, 6:15, 5:05 and 11:30 P. M.,
Leave Norristown at 5:40, 7, 7:50, 9, 11 A. M., 1:30, 4:30,
6:15 and 8 P. M.,
The 5:30 P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohockess
only

bicken, Manayunk, Spring Mills and Conshohockessonly.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 648 P. M.,

Leave Philadelphia at 6, 835, 1170 A. M., 130, 3, 438,

5 10, 615, 865 and 1130 P. M.,

Leave Manayunk at 610, 730, 830, 930, 1130 A. M., 2,

1544 and 830 P. M. ON SUNDAYS.

Leave Philadelphia at 9 A. M., 230 and 645 P. M.,

Leave Manayunk at 730 A. M., 530 and 645 P. M.,

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Leave Manayunk at 740 A. M., 530 and 645 P. M.,

Leave Manayunk at 740 A. M., 530 and 645 P. M.,

Depot. NINTH and GREEN Streets.

VEST JERSEY RAILROAD LINES, FROM foot of Market Street (Upper Forty).

LEAVE PHILADELPHIA AS FOLLOWS:

For Bridgeton, Balem, Millville, and all intermediate stations, at 8 A. M. Mail., 930 P. M., Passenger.

For Woodbury, 8 A. M., 930 and 6 P. M.

For Cape May, at 3:30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7:15 and 8:40 A. M., and 4:54 F. M.

Bridgeton at 7:05 A. M. and 8:30 P. M. Freight, 6:30 P. M.

Millville at 6:55 A. M., and 8:50 F. M. Freight, 6:10 F. M.

Millville at 6:55 A. M., and 8:06 F. M. Preight, 6:10 F. M.

Freight will be received at First Covered Whast above Walmut street, from 9:00 A. M. until 5:00 F. M.

Thatroceived before 7:00 A. M. will go through the same day Freight Delivery, No. 728 S. DELAWARE Avenue.

115 WILLIAM J. SEWELL, Superintendent.